

9. The following discussion offers an explanation in addition to the explanations for every "No Impact" answer on the checklist:

The adoption of the updated Housing Element will not in itself result in any environmental impact as the project is a policy document on housing issues. Further, the adoption of the element will not result in any change in the physical conditions that exist in the City. Based on the amount of residentially zoned vacant land available in the City and the maximum unit densities established by the General Plan Land Use Element, it was determined that a maximum of approximately 2,487 new units can be built in the City under the governance of the current municipal code. Potential housing units were counted for each parcel in the City under the current maximum general plan densities permitted, solely for vacant parcels, and in all areas of the city, where housing is permitted in one form or another.

Environmental impacts resulting from the anticipated development of approximately 2,487 new residential units (full residential buildout based on net density) have been previously documented and addressed in the Draft Environmental Impact Report (EIR) for the Carson General Plan (re-circulated), July 2003. Furthermore, mitigation measures that are integrated into the General Plan EIR will reduce the level of impacts to less than significant. Moreover, the updated element does not introduce new impacts that have not been previously addressed in the EIR for the Carson General Plan.

The adoption of the updated Housing Element will not change nor conflict with any of the existing policies of the General Plan that perform as mitigation measures. The updated Housing Element foresees the potential development of approximately 2,487 net new residential units within the planning period of the updated element compared to 1,047 units identified in the inventory included in previously adopted (2002) Housing Element. Although the updated element identifies more units at full buildout (on vacant land) compared to the previous element, the impacts of this additional increment of housing has been addressed in the Draft Environmental Impact Report (EIR) for the Carson General Plan (re-circulated), July 2003. Hence, no new analysis of environmental impacts is warranted.

The level and significance of environmental impacts resulting from future projects will be further assessed through a Negative Declaration or EIR that may be prepared for site specific developments.

10. Surrounding Land Uses and Setting: Briefly describe the project's surroundings.

The City of Carson covers approximately 19.2 square miles in the southern area of Los Angeles County. See Exhibit 1, Regional Location. It is located in the South Bay/Harbor area of the County and is bordered by Long Beach to the east, Compton to the north, Torrance to the west, and Los Angeles to the south and west. Unincorporated areas of Los Angeles County also surround Carson to the north, east and west. The western boundary of the City is formed by Interstate 110 (south of 190th Street/Victoria Street) and by Figueroa Street (north of 190th Street/Victoria Street). The northernmost boundary is Alondra Street until it enters the City of Compton at Haskins Avenue. The majority of the City is located south of State Route 91. The southern boundary generally follows Lomita Boulevard, while the eastern boundary is rather erratic following portions of Central Avenue, Wilmington Avenue, Interstate 710, Santa Fe Avenue and just west of the Union Pacific Railroad lines. See Exhibit 2, *Planning Area*, which forms a portion of the eastern boundary of the City; Redondo Beach/Artesia Freeway (State Route 91)

